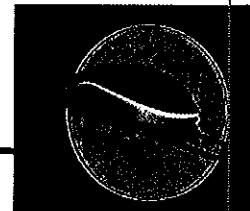


## Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

- (1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (
- Check the appropriate box from the list*
- ):

☒ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☒ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

- (2) Name of lead State or organization applying: Illinois Department of Transportation

- (3) Name(s) of additional States and/or organizations applying in this group (
- if applicable*
- ): MWRRI - Wisconsin, Michigan, Indiana, Ohio, Missouri, Minnesota, Iowa, and Missouri, MOU among states is in place. (available upon request)

- (4) Application point of contact (POC):

George E. Weber

POC title:

Bureau Chief- Railroads

Street address:

100 West Randolph, JRTC

Suite 6-600

City:

Chicago

State:

IL

Zip code:

60601

Telephone number:

312-793-4222

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Email: [George.Weber@illinois.gov](mailto:George.Weber@illinois.gov)

## What is your project?

(5) Project/program name: Chicago Terminal Limits for the Midwest Regional Rail System

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
The Chicago Terminal is central to the MWRRS. In 2000, FRA and the MWRRS established the terminal limits as Rondout, Porter, Joliet, and Aurora. IDOT desires to understand the inherent complex problems within the terminal limits that constrain efficient operations of the network and to identify solutions that ensure efficient passenger rail operations of the MWRRS. Therefore, on behalf of the MWRRI, IDOT seeks a cooperative agreement with FRA for Track 1 B, PE/NEPA studies for the following project elements within the Chicago Terminal project

(1). South of the Lake Corridor PE and Environmental (PE/NEPA)- Chicago to Porter (including Grand X) (2). Heritage Corridor - PE/NEPA-4 flyovers (3). Joliet - PE/NEPA for passenger/freight separation, (4) Chicago-Aurora: Eola Yard Expansion FD/Const pre-app attached; (5) Chicago-Dwight Environmental Studies; (6) Chicago Rondout: Capacity analysis with mitigation for 17 trains, PE/NEPA for A-2 and Tower A-20 as necessary; (7) Chicago Union Station study of through-service, platform capacity, pedestrian flow capacity, track layout and staging plan (8) Englewood Flyover FD/Const -Preapp attached (9) CPR Chi Milw FD/Constr pre-app.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): A map of the project - Chicago Terminal Limits is attached. The project elements are within Illinois with the exception of the South of the Lake Corridor which is in Illinois and Indiana. The project elements selected for this application include only elements that have intercity passenger rail as the primary beneficiary.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Every corridor within the MWRRS and Chicago long distance trains benefit from this project. Secondary beneficiaries include METRA and the freight railroads operating in Chicago Location served are Detroit, Cleveland, Indianapolis, Cincinnati, Carbondale, Springfield, St. Louis, Kansas City, Quincy, Des Moines, Omaha, Milwaukee, Madison, St Paul

(C) State(s) in which the project/program investment is/are located: Illinois

(D) State(s) in which the benefiting service(s) is/are located: Illinois, Indiana, Ohio, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Nebraska and all states with Amtrak service to and through Chicago

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.)               | <input type="checkbox"/> Rolling Stock Refurbishments                       |
| <input checked="" type="checkbox"/> Track-Rehabilitation                              | <input type="checkbox"/> Rolling Stock Acquisitions                         |
| <input type="checkbox"/> Track-New Construction                                       | <input type="checkbox"/> Stations, Terminals                                |
| <input type="checkbox"/> New Rights-of-Way  | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings  | <input type="checkbox"/> Grade Crossing Improvements                        |
| <input type="checkbox"/> Communications, Signaling, Control                           | <input type="checkbox"/> Electric Traction                                  |
| <input checked="" type="checkbox"/> Other ( <i>Please describe</i> ): PE/NEPA Studies |   |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) *(less than 500 characters)*: The studies are needed to identify the infrastructure improvements necessary within the terminal limits. It is anticipated that preliminary engineering to the 30% level with substantial completion of environmental studies for all elements will be realized within the two year time period. In the SOLR the complete buildout will be determined along with the interim buildout needed for Phase 1 service. Construction of Englewood, Eola, and CPR improvements relieve congestion issues at chokepoints.

(C) Service attributes *(Check all that apply)*:

☒ Additional Frequencies on Existing Route

☒ Improved On-Time-Performance on Existing Route

☒ New Service

☒ Increased Average Speeds/Shorter Trip Times

☐ Other *(Please describe)*:

(9) Project/program milestones *(mm/yyyy)*:

Construction start date: NA

Construction completion date: NA

Service improvements realized: NA

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>

## What will your project/program cost & how will it be funded?

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
135,000,000 for Track 1B (PE/NEPA) and 172,000,000 for Englewood, Eola, CPR Chi-Milw (Track 1A - FD/Constr)

(12) Will your project/program proposal include matching funds?

(A) ☐ Yes If yes, as what percentage of total costs?

☒ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply):*

☐ State

☐ Local

☐ Private

☐ Other *(Please specify):*

☐ N/A

☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☐ Yes ☒ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Other If other is selected, please specify:

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Other If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007 MWRRS	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 MWRRS	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007 Update	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 MWRRS	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 MWRRS	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007 MWRRS	<input type="checkbox"/>

### Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)

Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007 MWRRS	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007 MWRRS	<input type="checkbox"/>

### General Planning Studies/Documents

Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☒ Yes ☒ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☒ No ☐ Not sure

**(A) Who are your partners & what are their commitments?**

- (18) Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	NS, CSX, UP, CP, CN, BNSF, METRA, and Amtrak
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad consulted, but support is not final
Railroad owner 2 (Name):	
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (19) Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☒ No ☐ N/A ☐ Not sure

**(B) Which track is the best fit for your project/program?**

- (21)** Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 1 (Projects) PE/NEPA

If unsure, please explain:

- (22)** Anticipated application filing date (Check the appropriate box):

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): IDOT and its partner states in the Midwest, in conjunction with FRA and AMTRAK, have developed a transportation plan known as the MWRRS. The primary purpose is to meet future regional travel needs through significant improvements to the level and quality of regional transportation service. The area within the Chicago Terminal Limits is the most complex railroad transportation network in the country, if not the world. Integrating a 21<sup>st</sup> century intercity system emanating from the MWRRS states is daunting and will not be realized without the direct involvement of the Federal Railroad Administration working cooperatively with Illinois and the entire MWRRS.

## (D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The six study elements will result, once and for all, in a complete understanding of the level of improvements needed within the Chicago Terminal to ensure on-time performance of the MWRRS. This understanding provides the partner states with the assurance that this most important "hub" will be ready to receive the additional frequencies providing the comfort level to the partner states to invest in their service corridors that feed the Chicago Hub. Additionally, IDOT and the MWRRS are requesting that the Englewood Flyover, Eola Yard, and improvements to Rondout are funded as part of the Chicago Terminal Limits Track 1 submission. A separate pre-application is submitted for construction funds for the Englewood Flyover, Eola, and CPR Chi-Milw. In summary, this Chicago Terminal Limits project offers the participants - IDOT with its partner states within MWRRS, Amtrak, and FRA - the opportunity to demonstrate their commitment to building a "hub and spoke" modern passenger rail system providing through service in Chicago to locations throughout the Midwest and the nation by 2016.

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